

ROAD DIET ANALYSIS – MARCH 2015



ORDINANCE #140982 – Adopted December 2014

COMMITTEE SUBSTITUTE FOR RESOLUTION NO. 140982

Directing the City Manager to conduct a high level road diet analysis of existing undivided four or more lane streets to determine the suitability of converting one or more of these streets into reduced lane streets via a restriping and/or resurfacing program.

WHEREAS, Resolution No. 110069 expressed the Council's support for the concept of "Livable Streets" as a means to promote great neighborhoods, healthy and active people, and a thriving community; and

WHEREAS, the City has updated its Major Street Plan with a citywide traffic model which can be used to determine the feasibility of road diets; and

WHEREAS, a road diet is a vehicle lane reduction that often involves adding a bike lane and that can lead to improved roadway safety with no or minimal loss of service to users; and

WHEREAS, the Federal Highway Administration has found that road diets appeared to have minimal effects on vehicle capacity because left-turning vehicles were moved into a common two-way left-turn lane, and, for road diets with annual average daily traffic under 20,000 vehicles, traffic congestion will not increase to the point of diverting traffic to alternative routes; and

WHEREAS, the City of Kansas City has numerous four or more lane undivided streets that may be good candidates for a road diet conversion with bike lanes; and

WHEREAS, the City continues to resurface streets leaving in place current lane configurations; and

WHEREAS, the Council desires a plan of action to convert, where appropriate, four or more lanes undivided streets to improve safety and to not miss opportunities to improve transportation options for non-motorized users; and

WHEREAS, the City Manager's Office has the expertise to select the priority of undivided four or more lane streets for analysis; and


WHEREAS, the Council desires a record of the streets to undergo road diets so that future street resurfacing efforts result in more "Livable Streets;" NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

That the City Manager is hereby directed to provide a high level road diet analysis of existing undivided four or more lane streets within the City to determine the suitability of converting one or more of these streets into reduced lane streets via a restriping and/or

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resurfacing program and to report the findings, including an explanation of interdepartmental and public participation, to the Council within 120 days.

Authenticated as Passed

City James, Mayor
Marijyn Sanders, City Clerk
DEC 04 2014
Date Passed

RESOLUTION: Directing the City Manager to conduct a road diet analysis of undivided four-lane streets



ROAD DIET - Definition



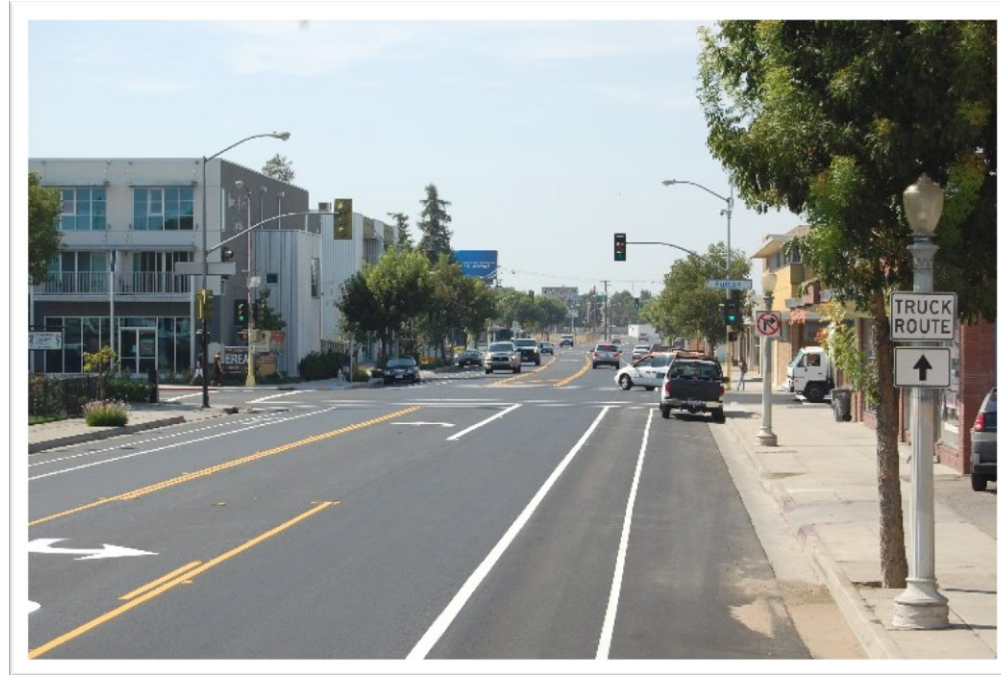
ROAD DIET: change of lane lines on a street to enhance safety. Typically, a road diet decreases driving lanes in favor of additional parking or bicycle facilities



ROAD DIET - Benefits

National studies indicate that road diets on average:

- Improve safety for all roadway users
- Assist motor vehicles by providing a center turn-lane
- Protect vulnerable users such as people trying to cross the roadway and bicyclists using the roadway.
- Reduce instances of aggressive speeding.



ROAD DIET – KCMO Criteria

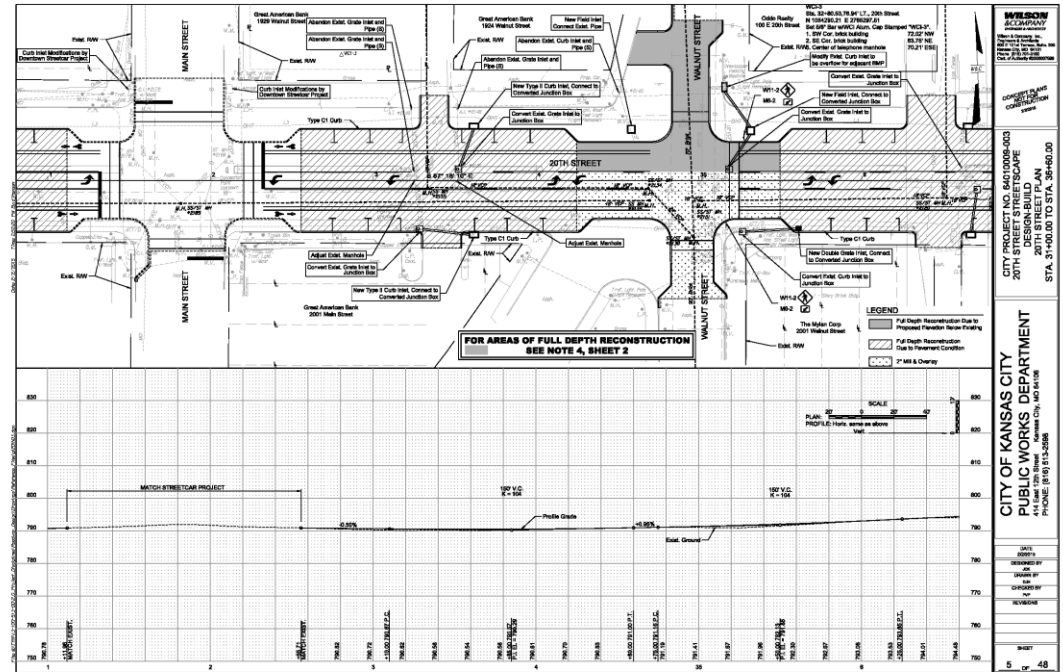


- Average daily traffic: Less than 20,000 vehicles
- Four or more lanes
- Peak hour traffic less than 1,000 vehicles per hour



ROAD DIET – Middle block lane capacity

- Spacing of intersection
- Driveway density
- Lane width
- Types of vehicles
- Signal corridor communication
- Road alignment



In urban core, average lane capacity is 800 cars per lane per hour.



ROAD DIET – Study results

Out of 630 four-lane streets in Kansas City

- 130 had fewer than 1,000 vehicles per hour
- 46 could potentially benefit from a road diet
- One was on the resurfacing list for 2015

Resolution No. 140982 - Road Diet Corridors - Database

STREETNAME	Qualified Road Diet Routes by Continuous Segments with 4 or More Lanes			ESTIMATED ADT	Existing Pavement Markings Conditions	On Street Parking	2015 Resurfacing Program	AM PEAK HOUR VOLUMES		PM PEAK HOUR VOLUMES		Road Diet Feasibility
	Begin	End	NO. OF LANES		Best Condition Observed	Any Part of the Corridor	Comments	North or East Leg	South or West Leg	North or East Leg	South or West Leg	
Sni-A-Bar Rd	Byrums Ford Rd	Blue Ridge Cutoff	4	6400	Fair	No	Proposed - Only 1 Block	34	393	34	640	Yes
Leads They	280 feet east of Emanuel Cleaver II	N Stadium Dr	4	3700	Fair	Yes	Proposed - Cleaver II to Stadium Dr	170	99	366	148	Yes
Highland Ave	NE 48th Street	NE 46th Street	4	8000	Fair	No	Proposed		606		791	Yes
105th	Holmes	104th St	4	2500	Fair	Yes	Add On - Only 1 Block		242		213	Yes
Southern Rd	Stillwell St	Front St	4	600	Poor	No	Not in 2015 List	14		57		Yes
McGee Hwy	250 feet south of 28th St	30th St	4	1000	Fair	Yes	Not in 2015 List	66		93		Yes
W 89th St	State Line Rd	Ward Hwy	4	1300	Fair	Yes	Not in 2015 List	95	12	122	39	Yes
NW 64th St	N London	N Gower	4	1500	Fair	Yes	Not in 2015 List		146			Yes
Ararat Dr	48th Terrace	Eastwood Hwy	4	1600	Fair	No	Not in 2015 List	135		160		Yes
American Royal Dr	Genesee St	23rd Street	4	2300	Fair	No	Not in 2015 List		226		225	Yes
Searcy Creek Pkwy	702 feet north of NE 33rd St	Mo Rte 230	4	2400	Fair	Yes	Not in 2015 List		240		228	Yes
N Wyandotte St	NW Metro North Dr	185 feet north of NE Barry Road	4	2400	Fair	Yes	Not in 2015 List	230		239		Yes
NE 85th Ter	N Wyandotte	N Oak Hwy	4	2500	Fair	Yes	Not in 2015 List	134	145	293	241	Yes
Longview Rd	Spring Valley Rd	Raytown Rd	4	2600	Poor	Yes	Not in 2015 List	251	226	224	156	Yes
N Madison Ave	NW 88th St	NW Barry Rd	4	2600	Poor	Yes	Not in 2015 List	99		254		Yes
NW Tiffany Springs Rd	230 feet west of N Helena	320 feet west of N Hull	4	3500	Fair	Yes	Not in 2015 List	179		349		Yes
W 23rd St	Stateline 1060 feet west of American Royal Dr	Allen Street	4	3900	Fair	No	Not in 2015 List	278	224	384	333	Yes
Deramus Ave	Chouteau Hwy	N Topping	4	3900	Fair	Yes	Not in 2015 List		387		336	Yes
E 19th St	Baltimore	McGee	4	3900	Fair	Yes	Not in 2015 List	290	288	381	385	Yes
E Mayer Blvd	Main St	Holmes	4	4000	Fair	Yes	Not in 2015 List	246	274	338	395	Yes
W 18th St	Baltimore/Southwest Blvd	Main St	4	4100	Fair	Yes	Not in 2015 List	401		394		Yes
E 95th Ter	Barnister Rd	325 feet east of Euclid Ave	5	4300	Fair	No	Not in 2015 List	100	424	108	400	Yes
Holmes St	14th St	Truman Rd	4	4700	Poor	No	Not in 2015 List	159		467		Yes
N Ambassador Dr	325 feet south of NW Plaza Circle	N Pomona	4	4800	Poor	Yes	Not in 2015 List	457	429	455	476	Yes
N Corrington Ave	3000 feet north of Front St	Front St	4	5000	Fair	Yes	Not in 2015 List	491	116	354	54	Yes
Benton Blvd	46th St	Blue Pkwy	4	5200	Fair	Yes	Not in 2015 List	258	322	452	517	Yes
Gardner Ave	N Agnes	N Chouteau Trfwy	4	5300	Fair	Yes	Not in 2015 List	54	483	21	530	Yes
NW 68th St	NW Evelyn St	N Holly St	5	5500	Excellent	No	Not in 2015 List	203	377	446	550	Yes
McGee St	20th St	Pershing Rd	4.5	5600	Excellent	No	Not in 2015 List	406		555		Yes
Marion Ridge Dr	625 feet south of Barnister Road	155 feet south of E 96th Place	4	5600	Fair	Yes	Not in 2015 List	266	418	352	515	Yes
W 13th St	Central	Wyandotte	4	5800	Fair	No	Not in 2015 List	163		578		Yes
N Chestnut Hwy	N Kansas Ave	380 feet south of Guinotte Via	4	5800	Poor	Yes	Not in 2015 List	365	363	577	573	Yes



ROAD DIET – Cost per block



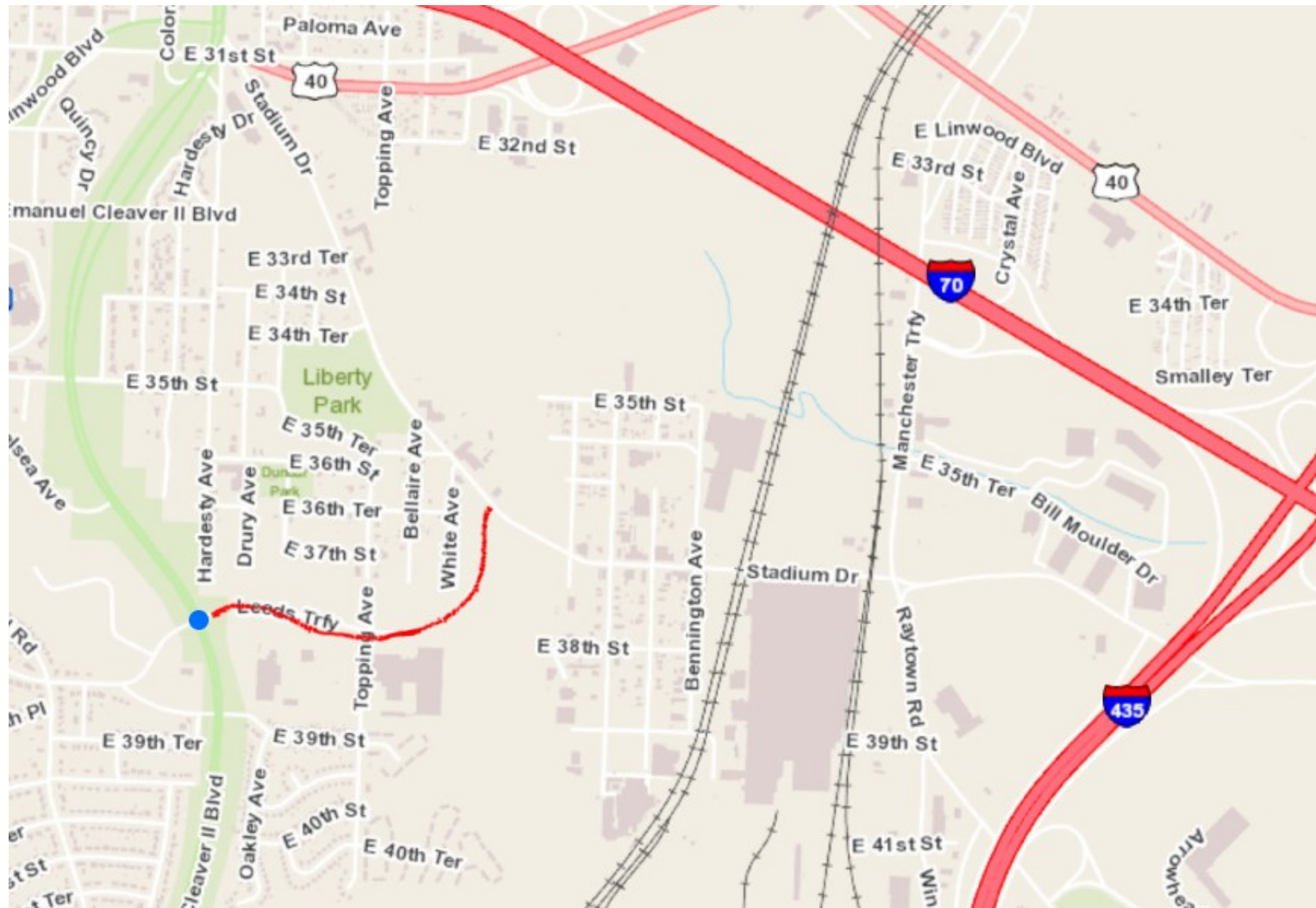
Signage - \$300

Pavement marking
removal - \$2,650

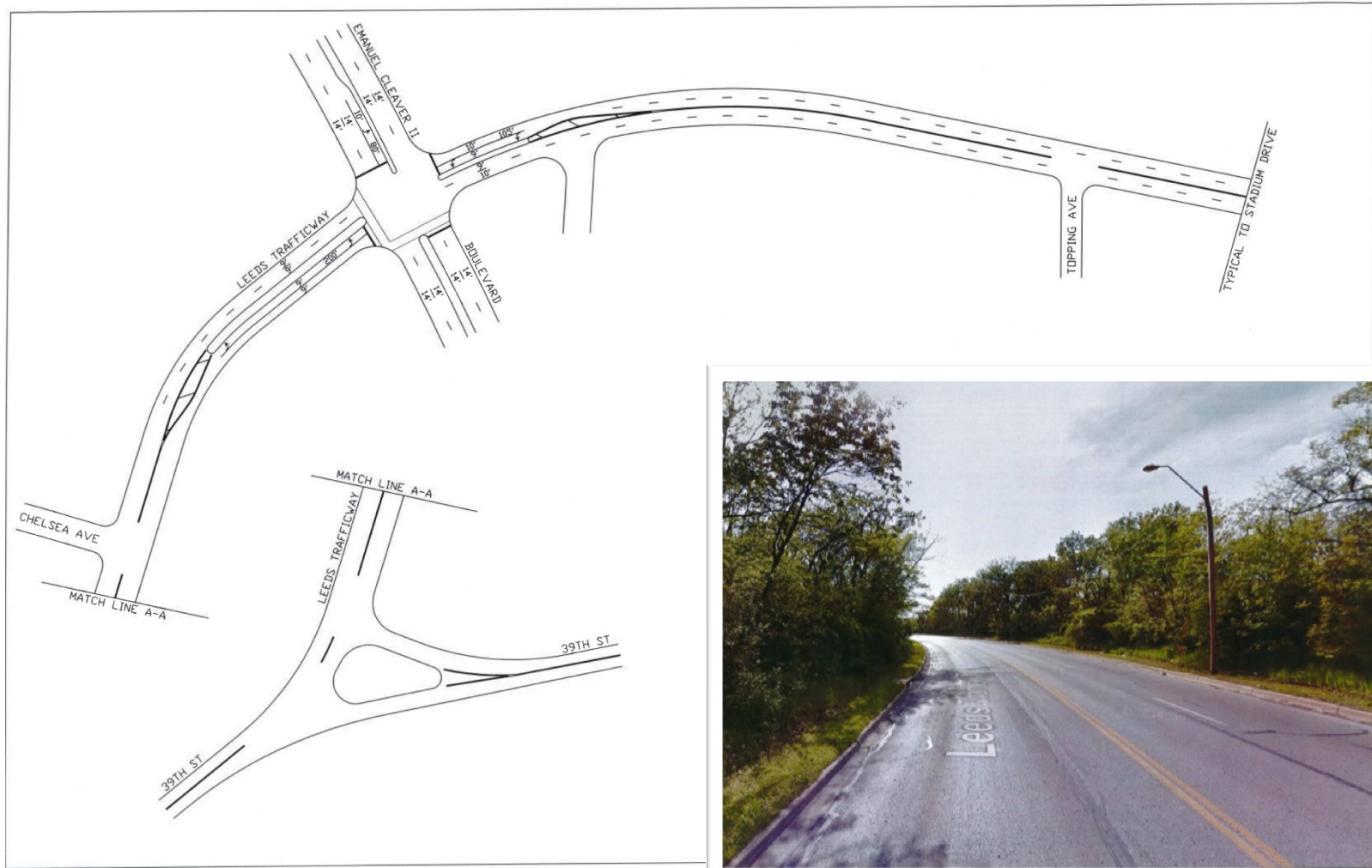
Striping - \$7,035



ROAD DIET – Leeds Trafficway from Cleaver Boulevard to Stadium Drive



ROAD DIET – Leeds Trafficway from Cleaver Boulevard to Stadium Drive



ROAD DIET – Timeline



- Pavement marking design and public coordination – April and May
- Implementation – June to October
- Public involvement will occur prior to any changes



ROAD DIET – Public involvement

- Pre-launch notification
 - Coming soon signs on route
 - Coordinated media coverage
 - City website and social media
 - Public meetings as appropriate
- Project communications
 - Postcards sent out three weeks before resurfacing
 - Changeable message boards posted two weeks before resurfacing

